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JAMES GORDON BENNETT, PROPRIETOR.

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AMUSEMENTS THIS AFTERNOON AND EVENING

OLYMPIC THEATRE. Broadway, between Houston and Bleecker streets—VAUDEVILLE AND NOVELTY ENTERTAINMENT, at 7:30 P. M.; closes at 10:30 P. M.

BROOKLYN PARK THEATRE. Opposite City Hall, Brooklyn.—LITTLE NELL AND THE MARCHIONESS, at 8 P. M.; closes at 11 P. M. Lotta.

BOWERY THEATRE. Bowery.—REVENUE and VARIETY ENTERTAINMENT, begins at 8 P. M.; closes at 11 P. M.

METROPOLITAN THEATRE. No. 58 Broadway.—VARIETY ENTERTAINMENT, at 7:30 P. M.; closes at 10:30 P. M.

NIRLO'S GARDEN. Broadway, between Prince and Houston streets.—DAVY CROCKETT, at 8 P. M.; closes at 10:30 P. M. Mr. Frank Mayo.

LYCEUM THEATRE. Fourteenth street, near Sixth street.—French Opera Bouffe—LA VIE PARISIENNE, at 8 P. M.; closes at 10:30 P. M. Mlle. Marie Jacca.

WOODS MUSEUM. Broadway, corner Third street.—RUM, OR THE CRUSADE OF TEMPERANCE, at 2 P. M.; closes at 4:30 P. M. Same at 8 P. M.; closes at 10:30 P. M.

DAILY FIFTH AVENUE THEATRE. Twenty-eighth street and Broadway.—CHARITY, at 8 P. M.; closes at 10:30 P. M. Mrs. Ada Ryan, Miss Fanny Laverport, Mr. Fisher, Mr. Lewis.

THEATRE COMIQUE. No. 514 Broadway.—VARIETY ENTERTAINMENT, at 8 P. M.; closes at 10:30 P. M.

STADT THEATRE. Bowery.—Grand German Opera—FAUST, at 8 P. M.; closes at 10:30 P. M. Mlle. Jacca.

BOOTH'S THEATRE. Sixth avenue and Twenty-third street.—THE COLLEEN BAWN, at 7:30 P. M.; closes at 10:30 P. M. Dion Boucicault.

WALLACK'S THEATRE. Broadway and Thirtieth street.—CENTRAL PARK, at 8 P. M.; closes at 11 P. M. Mr. Lester Wallack.

MRS. CONWAY'S BROOKLYN THEATRE. Washington street, near Fulton street, Brooklyn.—FAUST, OR THE LIFE OF A KING, at 8 P. M.; closes at 11 P. M. Mrs. Conway, Mr. Frank Rogers.

ACADEMY OF MUSIC. Fourteenth street.—Singsong Italian Opera Troupe—LORENZINI, at 8 P. M.; closes at 11 P. M. Mlle. Nissou, Miss Cary, Camille Del Puente, Sannelli.

GERMANIA THEATRE. Fourteenth street, near Third street.—SINGSOGELEN, DIE EISEN RUTEN, and FORTUNIO'S LIED, begins at 8 P. M.; closes at 11 P. M.

TONY PASTORS OPERA HOUSE. No. 201 Bowery.—VARIETY ENTERTAINMENT, at 8 P. M.; closes at 11 P. M.

DEPANT'S OPERA HOUSE. Twenty-third street, near Sixth street.—NEGO MIN-STRELSKI, at 8 P. M.; closes at 10:30 P. M.

TWENTY-SECOND REGIMENT ARMORY. Fourteenth street, near Sixth street.—Concert of Gilmore's Band, at 8 P. M.; closes at 10:30 P. M. Solos: Winiarski, Arbuckle and Lelebre.

COLOSSEUM. Broadway, corner of Third street.—PARIS BY NIGHT, at 8 P. M.; closes at 10:30 P. M.; same at 10 P. M.; closes at 11 P. M.

TRIPLE SHEET.

New York, Monday, March 23, 1874.

From our reports this morning the probabilities are that the weather to-day will be cold and cloudy, with tendency to snow.

THE SONS OF CHANG AND ENG are indignant over the recent autopsy, as will be seen by their statement to a HERALD correspondent in Philadelphia yesterday.

SANTA CRUZ CAPTURED.—The celebrated Santa Cruz, who has made so unenviable a reputation in the present Carlist rising, has been arrested by the French officials on the frontier. He is a treasure in himself, and it is to be hoped the French authorities will take every precaution for his safe keeping.

THE INDIANS.—The border is still threatened with an Indian war. The red man is hungry and must get beef, or he will take it. So far the temper of the noble savage seems to be daily growing more insolent. Suspicions are entertained that some of the tribes have been cheating the government by drawing more rations than they are entitled to. This is the natural effect of allowing Indians to visit Washington. As soon as they touch the capital they get corrupted.

THAT SCOUNDRELS CLEFT THE JAMES AND YOUNGER BROTHERS, whose exploits are told in another column, are alive, is due to the unpardonable cowardice of the whole community permitting them to live. These Gadshill heroes, who have supplanted highway robbery by murder, should be visited by a prompt and informal committee that would exercise the vigilance employed in California. Arkansas needs a like tribunal for advocates who make a pastime of killing judges.

RELIGIOUS INTOLERANCE IN MEXICO.—Toleration, political or religious, is scarcely to be looked for in a country like Mexico, inhabited by a mongrel race, for the most part steeped in ignorance. The news of an attack on a Protestant place of worship and the stoning of the minister can scarcely be regarded with surprise. Though the mob went no further than breaking some windows and pelting the minister with stones it is an ugly indication of religious intolerance. Fortunately the number of unbelievers in Mexico is very small, and they are generally in such situations that they can be protected by the government troops.

THE TEMPERANCE CRUSADE.—The advocates of temperance seem to carry on the war against the drinking customs with continued energy. Meetings all over the country have been held with the object of inciting to temperance, and yesterday the pulpits rang with denunciations of the use of strong drinks. On the other hand, the liquor dealers are about organizing to resist the attempt made to injure their trade, so that the crusaders may look out for foes worthy of their prowess. We fear that in the end the wicked will prevail; for beer appeals to the sympathies of millions to whom no amount of eloquence can make water palatable.

The Anxious Band of Rapid Transit Legislators—How Honest Men Should Vote.

"We have had a great deal of trouble," says Assemblyman Lincoln, who was last year a member of the Erie Investigation Committee, "in deciding upon the respective merits of the different rapid transit projects," but "we have all along been anxious to pass rapid transit bills." Mr. Lincoln speaks for the Assembly Committee on Railroads, of which he is a member, and the people will believe what he says. The "trouble," however, seems to have suddenly vanished when the wealthy Third Avenue City Railroad corporation and the wealthy President of the Harlem Railroad made their appearance in Albany, and the "anxiety" to pass rapid transit bills seems to have increased about the same time. The "merits" of the Third Avenue and Vanderbilt projects were made speedily and strikingly apparent. Prior to their happy advent the incorruptible Lincoln had been a sceptic. The inducements to faith in any proposition were inconsiderable. "Gideon's band" failed to see the way to glory. Gilbert and Beach and Gardner, and the rest of the small fry, might do to daily with, but not to tie to. The session was progressing. No wonder that Lincoln and his merry men, as "willin'" as Barks, should be torn with anxiety and bewildered on the question of "respective merits." A way out of their dilemma was open to them, it is true. Mr. Eastman had introduced a bill which would relieve them of the trouble of deciding between rival projects and insure the success of rapid transit, for which they are so "anxious," by placing the whole subject in the hands of a commission to be appointed by Governor Dix. But they had no "faith" in such a measure. It required the persuasive arguments of two wealthy corporations to remove their doubts and perplexities. The corporations arrived. So did the arguments. Lincoln and his merry men are now true believers, and Vanderbilt and Squires are their prophets.

Now, we make no appeal to Mr. Lincoln, but we ask members of the Legislature who have respect for their reputation to consider these plain facts. The rapid transit franchises for the city of New York belong to the people of the city. The question of where, how and by whom steam railroads shall be built in the city are questions in which they are directly interested, and which they should be allowed to decide. It is proposed to create a commission of leading New York citizens, to be appointed by Governor Dix, whose appointments all claim popular approval, which shall have the right to decide between the different projects for steam railroads and to insure the construction of such roads. Both Mr. Vanderbilt and Mr. Squires would have the right to go before such a commission with their schemes, and if they should be found to be the best for the city and for the public accommodation they would be allowed to construct their roads. What honest objection can there be to the creation of such a commission?

But Mr. Vanderbilt and Mr. Squires want special and exclusive charters from the Legislature. They make "friendly" bills, join teams and ask for franchises for two rapid transit lines—one on Third avenue, the other on Fourth avenue—starting from the same depot, stopping at the same points and ending at the same terminus. Can two such lines, only two blocks apart, be honestly needed or honestly intended for the use of city travel? There is evidently a little colored boy somewhere. Either Mr. Vanderbilt's line is intended only as an extension of his present Fourth avenue nuisance, for the accommodation of the freight and passengers of his through roads, or the franchises are sought for the purpose of "plastering" the avenues and killing all rapid transit. There is at least danger of this, for the proposed "forfeit" is in each case a large sized mannikin; and this should be quite sufficient to make all honest representatives vote against these special and suspicious charters and in favor of the commission which the people of New York desire. For we are now between two classes of tyrants. There are the street railway companies, who have their long time franchises, and who oppose rapid transit as earnestly as the old stage coach proprietors opposed railroads, who saw in the approach of the new enterprises the destruction of landed estates and local village life, of hares and pheasants and foxes. They find the possession of their railways a revenue, and they oppose any plan that may limit their revenue, no matter how much it may be demanded by the people. On the other hand we have the narrow-minded old fogies who preach the doctrine that there should be no improvement of the city unless in the business and built-up sections; that all plans for widening streets or building boulevards are against the spirit of true economy. This is the argument which was made against the Central Park, and if it had been accepted that beautiful garden would now be a wilderness of rocks and marshes, of shanties, goats and geese. We cannot begin to say how much New York owes to Central Park, nor how much she owes to that resolute spirit of enterprise which has done so much to improve the upper part of the island, rescuing it from waste and decay, and making it the homes of taste and wealth.

The men who wage this incessant war upon the spirit of enterprise and growth are the same who complain that business and home life drift over to Brooklyn and New Jersey. Tables are prepared showing that while New York has been receding in growth New Jersey and Westchester have advanced. Now and then the panic-stricken patriarchy distress us with admonitions on this paralysis of growth, this atrophy of the metropolis, and propose bridges, tunnels, balloons, French flags, anything to save the great city to the island. But the city cannot be saved unless the island is made worthy to be the home of a metropolis. We must do as the Romans did, as the French have done in our own time. Highways are the arteries of civilization. The railway through the desert or the Indian country makes a peace that no Quaker agents could coax and no armed soldiers conquer. The road through the town or the township marks the line of growth and civilization. New York without roads and wide outlying boulevards would become as Pekin or

Algiers, and if the venerable conservatives who oppose any improvements above Canal street wish to stifle the growth of New York and send all the tides of business and life across the two rivers they have but to adopt the policy of arresting the improvement of Manhattan Island.

The old Ring robbed New York; the new Ring, under Mr. Green and his friends, would smother it, and in the end we question which would be the worse fate. What we want is neither penny nor extravagance; neither paralysis nor highway robbery. We do not expect to build Rome in a day, nor to open boulevards as far as Albany. But we do believe in a generous policy, one that will knit together New York and her natural suburbs and in the end make the city, by the policy of rapid transit and suburban improvements, a metropolis worthy of the State and the nation.

The Massachusetts Senatorship.

The mission existing in the republican party in Massachusetts promises to make the contest for the vacant Senatorship extremely interesting and exciting. Although the democrats are in a hopeless minority a combination for the election of Judge Curtis, the democratic candidate, is considered among the probabilities. The strife between the administration republicans and the mass of the party is so bitter that there appears little hope that any accommodation can be effected between them. So far they have found it impossible to agree upon a candidate, and the difficulty is increased by the scarcely concealed patronage of Mr. Dawes by General Butler. The apparent understanding between the two men has alarmed the republicans who do not think the interests of the country are served by being placed in the hands of the supporters of the administration. The mere suspicion that Mr. Dawes has gone over to the Butlerites has damaged him so much in the estimation of many of his old time friends that they will not venture to support him. Nor are the chances of the aristocratic element any better, and the proposed union of parties for the election of Charles F. Adams may be looked on as exploded. Men admire Mr. Adams very much, but he is too superior a being to be brought into contact with the degrading and corrupting influence of politics. He is, therefore, very likely to be left on his virtuous pedestal, while rougher spirits, whose delicacy is not easily shocked, will be sent into the political arena to fight the battles of their constituents. This is the sad result of too much respectability. If Mr. Adams were not placed on so high a pinnacle of virtue he might be more useful to his fellow citizens. As it is, the contest is likely to remain between Mr. Curtis and Mr. Dawes, unless some man comes up unexpectedly upon whom the whole republican vote can be concentrated. Butler's encouragement of Dawes is regarded with suspicion by many as a move intended only to deceive. The democratic candidate and the Essex statesman are old and fast friends, and there is a rumor in circulation that at the last moment the Butlerites will unite with the democrats to secure Judge Curtis' election as Senator. It is not likely, however, that even General Butler would attempt openly to sacrifice the interests of his party to personal feeling.

Fixate of the Street Cleaning Investigation.

The mountain after much labor has brought forth a mouse. The committee of the Legislature which has been investigating the subject of street cleaning in this city and the working of the Street Cleaning Bureau gives up in despair. It has examined a number of know nothings, and consequently, cannot find out anything. It might be inferred from this abortive investigation that every man in New York has a pecuniary interest in street cleaning jobs. Yet there must be a great many intelligent citizens who could give useful and practical information, and who are interested in no other way than to have the city kept clean. We do not believe there is as much difficulty about this matter as has been pretended. Politicians in power and others who want to make rich jobs out of street cleaning have darkened the subject and bewildered the committee. Will not some public-spirited citizens devise a plan and give the Legislature the light it needs? Mr. Eastman said it was the desire of the committee to help the people of New York out of their difficulty, but, so far as he was concerned, he knew but little more than when the investigation commenced. Will not some one give him the necessary information?

Revival of the Dick Turpin Era.

The account we published yesterday of the daring highway robbery in the suburbs of Cincinnati reads so much like the stories of Dick Turpin and other notorious highwaymen of England, in old times, that we can hardly realize it is an actual occurrence in this age of advanced civilization. Our Bowery theatres could not give a more faithful resemblance. Only these modern footpads lack the heroism of their ancient prototypes, and show a more brutal nature. Mr. Bepler, the gentleman who was robbed and seriously shot by the scoundrels, exhibited great courage in resisting them, though he had not much valuable property about his person. We suppose he was beyond the limits of the city police; but if the police of Cincinnati are not more efficient than ours sometimes the outrage might have occurred within their precincts. Had Mr. Bepler been armed he might have punished the highwaymen and escaped unhurt. With such savages in the midst of civilized society, people should be prepared to defend themselves. Let us hope the villains will be captured and an example made in their case by the severest punishment that can be inflicted.

The Erie Laborers' Strike.

Some apprehensions are entertained that the railroad laborers on strike in Jersey City may commit a breach of the peace. Ample precautions have been taken by the military and civil authorities to suppress any rioting, but we hope the men on strike have too much good sense to render it necessary to use force for the preservation of the peace. In connection with the dispute between the laborers and the company a report comes from Binghamton of an attempt to throw the eastern bound express off the track. No clue has yet been found to the perpetrators of this cowardly outrage.

Bismarck's Views.

No one who has paid much attention to the career of the Man of Iron would be likely to pay much heed to anything he might say for the purpose of being reported. Except, therefore, as a glance at the mode of life of a great man the information given to us by people who visit the German Chancellor is not of much real value in judging what his views or intentions may be. The interview between him and the Hungarian journalist, which we publish elsewhere, exhibits Bismarck in a kind of Mesopotamian character, and it is difficult to refrain from the suspicion that he was amusing himself at the worthy editor's expense. The Hungarian evidently felt as much, though he could not be sure of it.

Life Really Worth Something—Steam Lanes Across the Atlantic.

It will be seen from our news columns this morning that an initial step has been taken in the British House of Commons in the matter of ocean routes for the Atlantic steamships. Mr. Anderson, one of the members for Glasgow, gave notice on Saturday that he would on Monday ask the government whether it was willing to co-operate with the government of the United States in fixing tracks for vessels crossing the Atlantic between the two countries. This is a step in the right direction, and we earnestly hope that the matter will be heartily taken up by both governments. Navigation has been reduced to such an exact science that ocean highways can be accurately marked, and, under favorable conditions, almost unerringly followed. Steam renders the heaviest seas and most destructive gales powerless to deflect the passenger craft of to-day from an undeviating track if a specified course be adopted by the navigator. We are glad to see, therefore, that the appalling disasters which have occurred during the past year on the North Atlantic have induced several of the companies to lay down lines to be pursued by their steamships. This idea, long urged by us, was first acted upon by the Cunard line, the management of which is always judiciously eager to guard the safety of the lives submitted to its care. Its example was well followed by the Inman line. We observe that its course, as laid down and already followed for several years, passes two hundred and fifty miles to the southward of Cape Race, claiming "much greater freedom from fogs and floating ice and the danger of navigation consequent thereon;" while the French line between New York and Havre announces the most southerly course of all. The Cunard steamers going out do not pass to northward of the latitude of forty-two, and returning to New York keep south of forty-three. These different courses are admirably laid down, and they should be furnished to every sailing vessel doing trade on the North Atlantic, and charts having these steam lanes boldly defined should be gratuitously distributed. If it be understood in the commercial world that certain highways belong to the passenger vessels and should be kept clear in the interests of human life, we think that they would not be trodden upon. In the interests of international communication the governments of England, Germany, France and the United States may some day be brought to agree upon a general treaty by which each nation shall require of the ships that carry its flag that they respect these limits so far as in any way possible. This would be a great practical step.

Discipline in the Congregational Church.

A Council of the Congregational Church is to be held in Dr. Badington's church, in Brooklyn, on Tuesday, which will settle the question whether Congregationalism is in any way different, even in matters of discipline, from the Presbyterianism from which it came. Some time ago an unpleasant difficulty arose between the pastor and two prominent citizens, both supposed to be members of Plymouth church. Charges were made against one of these persons, but he claimed that for four years he had not been a member of Mr. Beecher's church. This statement was accepted as a fact, and the supposed member's name was stricken from the roll of membership. Under these circumstances there could be no investigation into the charges against the accused person, on account of which there was great grief in the Congregational fold, the accusations, it was understood, involving a great deal of social scandal. Some eminent divines, fired with the spirit of Knox and Calvin, were determined on having the whole matter out. If a second Hester Phrynne can be found the Brooklyn clergyman is the man to fix the scarlet letter to her bosom and hold her and her guilty partners up to the execration of the Church. If she cannot be found it is not because the Brooklyn clergyman has failed to look for her. A scandal is too divine a thing for some clergymen to let pass without exposure, and the Congregational Church is to be made like other churches, that there may be possible exposure in this case. We always supposed that Congregationalism was not even amenable to itself. Its very name imports that each congregation is independent of every other congregation. Joining the congregation, we thought, was a very different thing from joining the Church, and we supposed that membership was of so frail a tenure that a member could withdraw without notice to anybody. This is what was actually done in the present case, and because it was done is the occasion of the coming Council. The seceding churches deny the right of any member to withdraw without the consenting act of the church, previously obtained. Stripped of the latent scandal which was its provoking cause this is a very simple proposition, and if the affirmative of it could be practically applied there would be only one Church to-day. Luther would have been compelled to carry on his Reformation within the folds of that Church, and no Pilgrim Fathers would have come to America seeking liberty of conscience. Its acceptance would in itself be proof that Congregationalism is heretic to Presbyterianism, and Presbyterianism an indefensible schism from Rome. From the Congregational standpoint we regard the position as untenable, and we suspect the proposition would never have been submitted to a General Council but for the disposition of one or two churches to correct the morals and discipline of another church for the sake of the scandal. It is another illustration of the want of respect for that good old principle about everybody minding his own business.

The Spirit of the Pulpit.

There were two sentiments pervading the pulpit yesterday—the hopefulness that comes with the coming freshness of spring and grave suggestions to Christian hearts of the gravity of Lent. The many happy indications which we have noticed as evidences of renewed and increasing prosperity in all business circles seemed to inspire our spiritual teachers with new hopefulness. In the Episcopal and Roman Catholic churches the observance of Lent was made the occasion of many admonitions as to what should be the true Christian's duty in the season of penance and privation. Father McGlynn, at St. Stephen's church, reminded his flock that now was the accepted time, and that the opportunity to embrace salvation should not be lost. Allusions were made to the late Senator Sumner and the lesson of his life. Mr. Frothingham spoke of Sumner as a Unitarian by faith and a saint of humanity. His life showed him to be a hero, but Mr. Frothingham claimed him as a saint on account of his zealous labors to secure the emancipation of the slaves. Rev. Dr. Chapin dwelt with characteristic eloquence upon what had been done by Sumner to enshrine his memory in the hearts of the colored people of America. Rev. Dr. Fulton summed up Sumner's life as one that would be fruitful to the ages.

The Rev. Dr. Porteous, the new sensation of Brooklyn, will be better understood when the elaborate report is read of his sermon yesterday. The interest felt in this clergyman arises from the demonstrations against him by the Episcopal bishops. We can understand from this discourse why Dr. Porteous should be a popular, if not an effective, preacher. He reminds us of a tinted summer cloud which sails over the ecclesiastical heavens to float and die away with the descending sun. He has rhetorical color, freedom in expression, but a monotony of thought reminding us of Tupper or the Country Parson. We follow his rhetoric closely and it makes on us the impression of fireworks. It is pleasant enough, but there is nothing we can grasp, nothing we can remember. His discourse yesterday was on the "Pontecost"—a hazy subject at the best, and not apt to satisfy hungry minds. A great advantage about a theme of this kind is that a clergyman

A Dogberry on Uptown Improvements.

Comptroller Green declares himself opposed to any further prosecution of the "uptown improvements" for which "the people are clamoring," and especially those which are advocated by "the rather noisy circle of west side property owners, of whom Mr. William R. Martin is the mouthpiece." It is not surprising to find Comptroller Green opposed to any public improvement, because his narrow-minded, obstructive policy, which he mistakes for economy, is notorious. But the reasons he gives for his opposition to uptown improvements in especial are curious specimens of logic. First, says our financial Dogberry, "the downtown streets are, in respect of their pavements, in a most disgraceful condition," and "Church street is standing unpared;" ergo, we must not open, improve or complete any more streets, avenues or boulevards in the northern area of the city. Next, the lines intended for "ornamental thoroughfares," whatever these may be, are as yet vacant lots, and when "residences begin to appear there" then it will be time enough to think of opening boulevards and avenues, making roads, providing water and gas and doing such work as is necessary in order to render the houses habitable. It is difficult to understand what the paving of downtown streets has to do with the laying out and improvement of the upper part of the city; but certainly to Comptroller Green's obstructiveness is, in a great measure, due the present disgraceful condition of our pavements. Our rotten wooden roads and loose cobble stones are legacies left us by Tammany. These might have been replaced by good pavements long ago but for the steady opposition of Mr. Green. The inactivity in the real estate market and the stoppage of building in the upper part of the city are due solely to the fatuous policy which opposes all progress, in the stupid belief that stagnation is economy. Mr. Green first blocks the wheels of private enterprise and then says, because private enterprise does not go on, public improvements must stop. It is generally supposed that people do not build residences until streets are opened and the improvements of a neighborhood completed. But by this new light we are informed that we must build our residences before the streets on which they are to stand are opened, graded and paved.

Every great improvement in the upper part of the island is a benefit to the whole city. If we render our northern area habitable and accessible we improve downtown property and put money in the pockets of downtown owners. Provide the crowded inhabitants down town with cheap and healthful homes up town, and the tenement house rookeries that occupy so many streets will give place to fine business buildings. Increase the assessable value of property up town, and the rate of taxation on downtown property is correspondingly lowered. We have desired that the Park Department should have the control of the streets immediately adjoining the parks and places on grounds of public policy. But no squabbles between departments should be suffered to obstruct works of public interest and importance. We have had enough of personal jealousy and of blundering, incapable policy in our municipal affairs. Taxation and debt are largely increasing, while we have no progress, no improvement to show for the increase. The downtown pavements are, as Mr. Green says, in a most disgraceful condition, mainly through Mr. Green's opposition to their repair or renewal. Property up town, as Mr. Green says, is stagnant and building at a standstill, while Mr. Green continues to oppose those public works which alone can set enterprise in motion. Yet we are called upon to pay sixteen millions more for taxation in 1874 than we paid in 1871, and the debt of 1874 is increased forty-nine millions over the debt of 1871, without including the present enormous floating debt, the sum of which still lies hidden in the suspicious disorder and muddle of the Finance Department. The patience of the people cannot be exhausted. The future welfare of the city must not be sacrificed to personal jealousies and official incapacity, and before long the demand for a change will be made in a manner decisive enough to compel attention.

The Spirit of the Pulpit.

There were two sentiments pervading the pulpit yesterday—the hopefulness that comes with the coming freshness of spring and grave suggestions to Christian hearts of the gravity of Lent. The many happy indications which we have noticed as evidences of renewed and increasing prosperity in all business circles seemed to inspire our spiritual teachers with new hopefulness. In the Episcopal and Roman Catholic churches the observance of Lent was made the occasion of many admonitions as to what should be the true Christian's duty in the season of penance and privation. Father McGlynn, at St. Stephen's church, reminded his flock that now was the accepted time, and that the opportunity to embrace salvation should not be lost. Allusions were made to the late Senator Sumner and the lesson of his life. Mr. Frothingham spoke of Sumner as a Unitarian by faith and a saint of humanity. His life showed him to be a hero, but Mr. Frothingham claimed him as a saint on account of his zealous labors to secure the emancipation of the slaves. Rev. Dr. Chapin dwelt with characteristic eloquence upon what had been done by Sumner to enshrine his memory in the hearts of the colored people of America. Rev. Dr. Fulton summed up Sumner's life as one that would be fruitful to the ages.

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could preach about it for a week and we should be no wiser than when he began. Somehow Dr. Porteous might as well have called his sermon the Deluge, or the misfortune that befell Lot's wife or the marriage in Cana. Preaching of this kind bears the same relation to genuine, fervid expositions of the Gospel that *Charlotte Russe* does to a dinner. It is pleasant to the taste, but has neither life nor fruit.

Rev. Dr. Wild referred to the coming Congregational Council in rather a contemptuous spirit, and informed his readers that he never knew a council that was even "worth a paper of pins." Mr. Beecher, on the contrary, prayed for wisdom to attend the deliberations of the conference. We should infer from our report that matters are becoming lively over in Plymouth church, for during the sermon Mr. Beecher was loudly applauded. We presume there will be much more to be said about this conference. It will be the great ecclesiastical event of the day, but we do not see of what value it will be to the cause of Christianity. It is these unseemly quarrels that make the wicked and the scoffers to laugh at religion.

The Currency Question—Preparing for the Fight To-day.

Our special despatches from Washington, published to-day, show that the members of the House of Representatives have girded up their loins for a fight on the currency question. An effort will be made to get the matter fully before the House to-day, though there are two other subjects having precedence to be disposed of. Mr. Dawes intends to lead off and to test the House first on the question of limiting the legal tender notes to \$356,000,000. Failing in getting an affirmative vote—and he does not appear to be sanguine of doing that—he will next propose to limit the issue to \$382,000,000, the amount now actually in circulation, \$26,000,000 of the \$44,000,000 reserve having been used by the Treasury since the panic. Finally, and as a last effort, if the inflationists are too strong for him he will make a stand on \$400,000,000 of greenback circulation. Should the question be reached to-day there is no probability of it being decided so soon. There will be, most likely, a fierce contest, each side disputing every inch of ground. It will be of a sectional character mainly, the West and South going for expansion and the East and North for limiting the currency as much as possible. Once up, however, the subject may be disposed of in the course of a few days. From present indications we do not think there is much earnestness to limit the legal tenders to \$356,000,000, because to do so would involve the necessity of withdrawing \$26,000,000 in circulation, would reduce the means of the government, which are already brought low, and would call for additional taxation. It is possible the conservative members on this currency question may arrest expansion at that point, though the inflationists might carry it up to \$400,000,000 and thus absorb the remaining \$18,000,000 of the \$44,000,000 legal tender reserve. Beyond that it is not probable the inflationists will be able to go. In connection with this subject we notice that the President has denied the published report that any measure of Congress increasing the currency would run the gauntlet of his veto. The President says truly that such an expression on his part would have been manifestly improper. No one knowing the tact of the President and the impropriety of such an attempt to control in advance the action of Congress could doubt that this was a canard. Let us hope this question of the currency will not be kept open over a few days at the furthest, so that the business of the country can be adjusted to whatever amount may be decided upon.

THE INDIANS are getting more and more discontented. Without investigating why they should have this tendency we must state it as the emphatic conviction of the country that any outbreak will be regarded as the bad and blundering management of the administration. That the Indians have many just grounds of grievance we do not and cannot deny; yet we must have no more Modoc and Seminole wars, as would seem to be threatened in the West. The belligerent Sioux are still on the warpath. Nearly all the tribes refuse to be numbered, and the prospects of peace are certainly not encouraging. Let General Sheridan act as promptly and vigorously as it may please him to do, and the country will sustain him. A stitch in time saves nine.

SEVENTY-SEVEN AND DIVINE RIGHT.—The Emperor William is determined to have his way, constitutional government and popular sovereignty to the contrary notwithstanding. The German Parliament having twice rejected the Army bill, by which an enormous military establishment of four hundred thousand men was demanded, the Emperor now declares that he will insist upon the full quota, as necessary to "insure the peace of Europe." This, his seventy-seventh birthday resolution, is a menace to France, and to Germany as well.

SPAIN is to have a national bank. It is to be hoped that it will be so constructed that it can revolve with every revolution of the people.

NAVY INTELLIGENCE.

The Fitting Out of the Sloop-of-War Constellation—The Shawmut Repaired and Off for Key West.

PORTSMOUTH, Va., March 22, 1874. Orders were received at the Navy Yard to-day to proceed immediately to fit out the sailing sloop-of-war Constellation for sea, and have her ready by May 1, to take out the Annapolis misshapen in their annual cruise. The Constellation has been in ordinary here since last summer. She is a magnificent sloop-of-war and will be fitted very comfortably. The United States steamship Shawmut, Commander Francis Morris, executive officer of the Shawmut, was accidentally thrown twenty feet into the dry dock last night and was seriously injured about the back and legs. The steamer San Jacinto finished coaling to-day and resumed her voyage to Liverpool.

The Worcester Arrived at Havana. HAVANA, March 21, 1874. The United States ship-of-war Worcester has arrived here.

AMNESTY FOR RUEL.

The People Appeal in His Behalf. MONTREAL, March 21, 1874. The first of a series of meetings which the French Canadians propose holding in favor of amnesty for Ruel and others was held at the St. Jean Baptiste village on Friday night. The attendance was large. The Mayor of the village presented several resolutions, which were carried.